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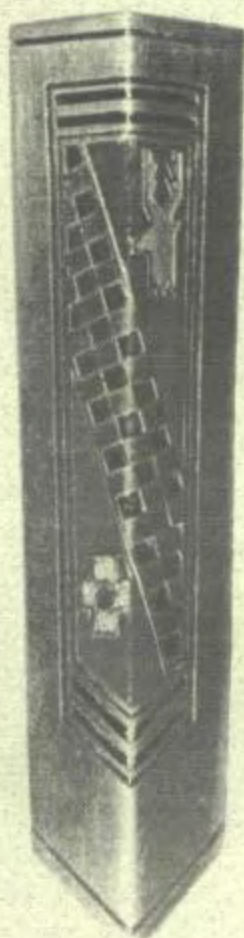
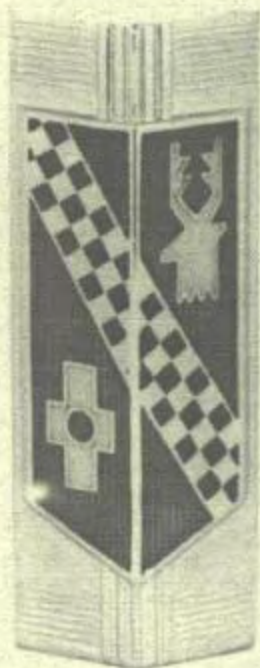
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# TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVII • NUMBER 3 • JANUARY/FEBRUARY 1999



# The 9<sup>th</sup> Cylinder

BY HARRY LOGAN (#651) EDITOR



These two black 1937 sidemounted sedans were at the BCA Great Lakes Regional Meet held in Niagara Falls, NY. On the right is **Bob Ward's** (#115) McLaughlin-Buick Limited Model 90L. The sedan on the left is **Doug Santee's** (#784) Special Sedan Model 41 (US Buick).

This photo of **Bill and Karren Schaeffer** (#622) was taken several year ago at the Art Deco Society's Gatsby Day celebration held every September at the Dunsmuir Mansion in Oakland, CA. I'm sorry to report that Bill's health has declined to the point where he lives in a care facility now. He fell a couple of weeks ago and is suffering 2 black eyes. While he can't see to read, he does enjoy notes and mail. Please keep a good thought for an old friend and Club member. You can write Bill at:

**Bill Schaeffer** (#622)

c/o **Karren Schaeffer**

2681 Riverside

Costa Mesa, CA 92627

New member **Jim Casey** (1387) in Ulladulla,

NSW, Australia recently purchased this black 1938 Century Sedan Model 61 in the USA (page 2). Jim is an American from Elmhurst, IL who has lived in Australia for 31 years. His car is now en route to Australia on a ship that is somewhere in the South Pacific nearing Singapore. It originally was intended to go directly to Sydney, but fate somehow intervened.

As it is a left hand drive car, it is a rarity in Australia. Jim does not intend to convert it to right hand drive. He'll use "Club Plates" for any road use. The car was purchased from **Wayne Busse** (#1083) of Mt. Prospect, IL in October, 1998.

Jim is looking forward to owning and driving his Century "down under." His father owned a 1940 Special sedan and Jim previously owned a 1950 Super. He has many fond memories of Buicks in his family.

This maroon '37 Century Convertible Coupe (37-66C), at the top of page 3, belongs to **Von Hardesty** (#964) in Virginia. Von is now having it repainted. It has body number 796. Buick made



## TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



787 for domestic use and 56 were exported. The question is why the body number exceeds the total number built for domestic use.

**Hugh Morris** (#322) in Texas has the same question regarding his 38-66C. It has body number 649 when only 642 were made for domestic sale.

**Terry Dunham**

(Buick historian and author) in Florida replies: "The answer lies in the export figure which was 52 for 1938-66C's. That means Fisher body built a total of 694 38-66C bodies. The body numbers for these 694 cars ran from 1 through 694. They did not run from 1 through 642 and from 1 through 52.

In some years Buick stamped an 'X' as in 1938 66CX on the body plates, but they still counted the bodies as they were produced. That means it would be possible for a domestic 38-66C to have a body number of 694. And that would really blow someone's mind if they ever found that car!"



This 1938 Roadmaster convertible sedan (middle of page 3) with body by Nordberg of Sweden belongs to Pentti Tiira in Finland. He wrote for information on our '37-'38 Buick Club and hopefully will join.

Member **Mats Ahren** (#786) in Sweden also has a '38 Nordberg bodied Roadmaster

(next photo). It was featured in the January/February, 1994 **Torque Tube**. Mats says it's rumored that several '37/'38 Buicks are still in barns around Sweden. You can feel the history when you see an old car that was stored many years ago and only recently found. Mats promised to send us some photos of these old cars.

**UVIRA, INC.** in Oregon vacuum deposits and seals aluminum directly onto vintage headlight reflectors (instead of re-silvering). This produces a micro thin layer of pure silica glass placed over a flash-evaporated pure aluminum coating. The silica glass seals the reflectors to prevent tarnish-

## ≡TORQUE TUBE≡

**You can now find your '37-'38 Buick Club on the World Wide Web:**

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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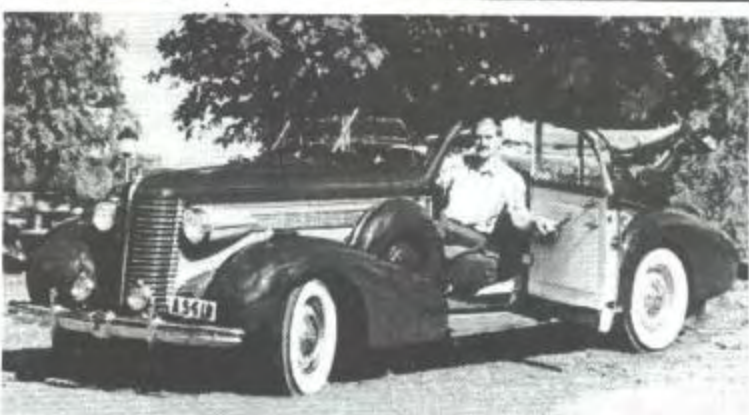


ing. The reflectors are equal to the best obtainable with silver. **UVIRA** reflectors are also rated superior to chrome plating (90% versus 65% reflectivity). Some of our members have used their services with good results.

But as **UVIRA** increased their high volume of work they turned this part of their aluminum coating business over to a company called **Vintage Lamp Repair** with poor results. They kept my reflectors for a year before returning them, to me, with no work done.

Bill Atwood, President of **UVIRA** and an old car buff sent me a letter saying they no longer license Vintage Lamp Repair to perform their proprietary process on vintage headlight reflectors.

Instead, **UVIRA** is now performing the process



on a limited basis if the reflectors are sent to them with a polished nickel plating. If accompanied by a check, the cost is \$55/pair including the shipping. Turn-around time is one week, guaranteed! This is the same process **UVIRA** uses on NASA reflectors, movie theater projector reflectors, operating room reflectors and searchlight reflectors. If you want to contact them their address is:

**UVIRA, INC.**  
**PO Box 1137**  
**310 Pleasant Valley Road**  
**Merlin, Oregon 97532-1137**  
**Phone: (541) 474-5050**

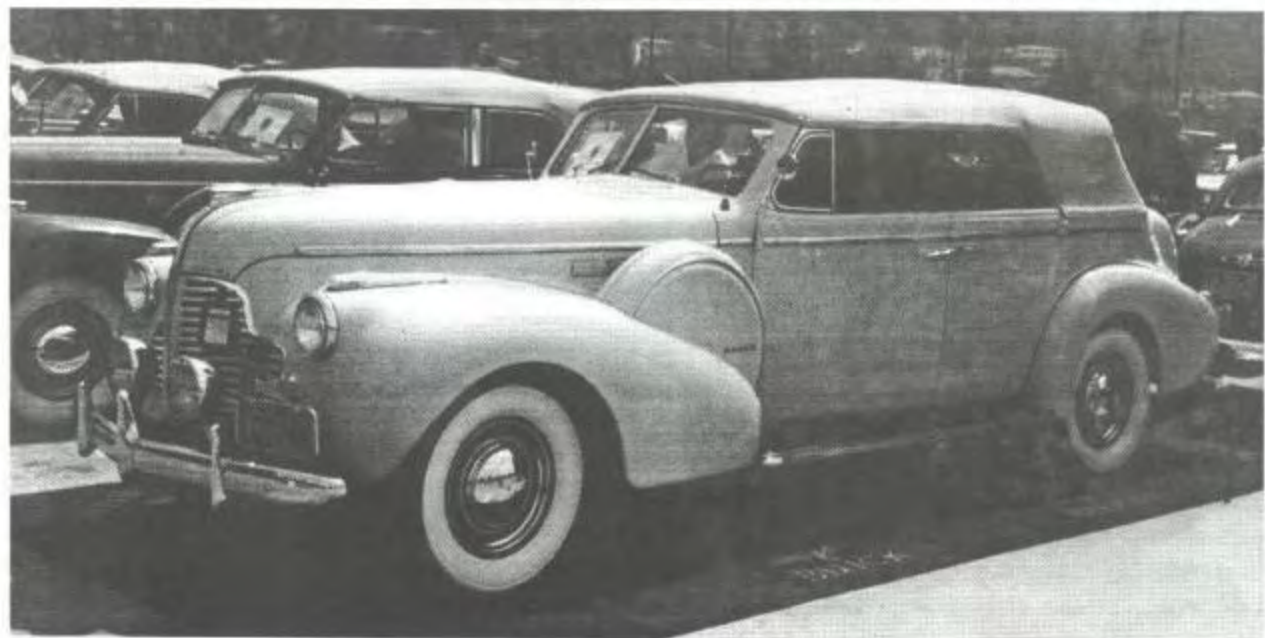
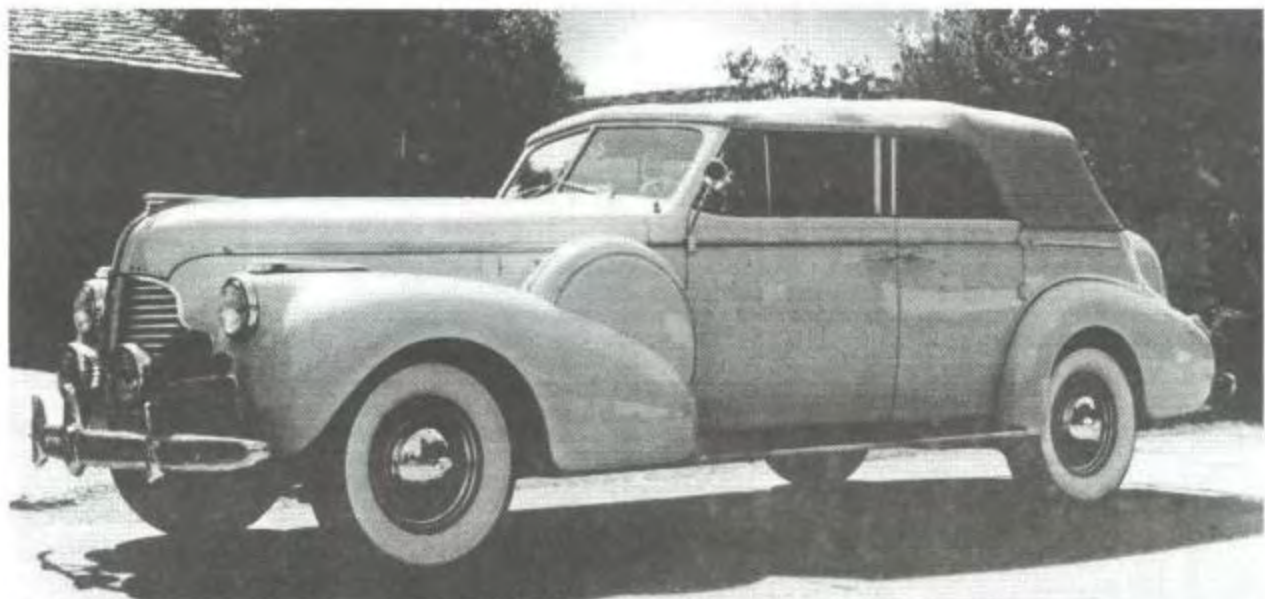
This photo shows **Greg Field** (BCA #1) and his 1953 Skylark. Greg also has a beautiful black '38 Roadmaster Convertible Sedan. He helped found the Buick Club of America in 1966. He attends every Buick National Meet and is friends with many of our members.



Limited 80 Series Convertible Sedan (same as the '38/'39 Roadmaster Convertible Sedan). And it's the same year and model as the famous Casablanca Buick that Humphrey Bogart and Ingrid Bergman rode to the airport at the

This is my cream with red wheels 1940 Buick

end of the movie. The bottom photo shows both cars parked next to each other at the 1985 Buick



National Meet in Los Angeles, California. The Casablanca Buick was owned by member **Arthur Summers** (#468) in New Jersey and sold for the pricey amount of over \$200,000 at Cristey's Movie Memorabilia Auction in New York City several years ago.

This is the 1939 version of the car, a Roadmaster. It's owned by member **Tom Colbert** (#800) in Ithica, New York. Even though the '38, '39 and '40 versions are nearly identical and use the same engine, only the 1940 version is considered a "classic" by the Classic Car Club of America. Several members have written the Classic Car Club about the inequity of this. Perhaps one day 1936 through 1939 Roadmasters will be considered "Classic" by the CCCA. To date the CCCA considers the Limited a "Classic."



**Lawrence (Gib) Mahle** (#1196) owns a body shop in Clarion, PA. Here he's shown leading-in the right front fender of his brother Sam's 1937 Century Coupe.

And here's how the car turned out. It's painted Sudan (light) blue, a very pretty '37 Buick color. (ED: This same color was also used in 1938 and called Boticelli Blue #519). Sam owned this car 30 years ago when he was a college student, but it never looked this good! Congratulations to both Sam and Gib on their beautiful restoration.



*Harry*



## Cover Cars

Our cover depicts the 1937 and 1938 nose emblems bearing the family shield of the company's founder. The ancient Scottish family of Buick (as the name was then spelled) used this heraldic device on their armor. The colors on the cross and stag-head are gold, the dot in the cross is red as is the background. The small squares are blue. The 1938 nose emblem has the same color scheme with the addition of long black vertical and horizontal lines around the edges. The Buick shield on the horn button is also colored like this. The back cover shows our favorite Buicks.

# A New Member's Story

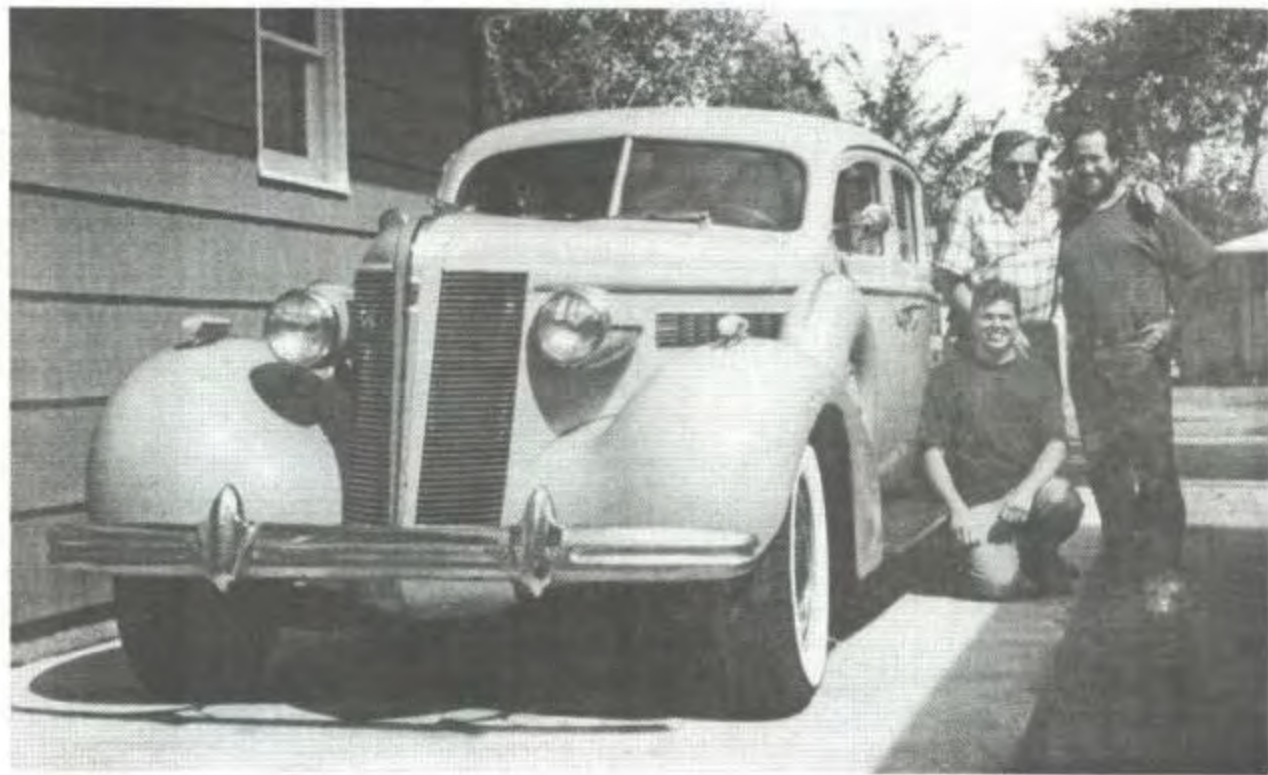
By Brad Odin (#1208)-Minnesota

This 1937 Century Sedan Model 61 was recently purchased from our friend and fellow Club member, Dave Tacheny. Shown left to right are my father, Dave Tacheny and me kneeling. This is a one owner Minnesota car. The elderly first owner is still around and his daughter remembers taking family trips in this car. The rear vent window displays old decals from their family trip to Brainerd, MN and Itasca State Park. This car is factory sidemounted as there is no trunk shelf in it. The body is solid and the interior is in very good original condition, with nice woodgraining and plastic. The color was originally Samarra

Beige but was repainted a Sunset Gold color. It has factory radio, heater and clock, which still ticks away!

After 27 years of idleness, the car runs very well but needed the usual things done such as brake cylinders, gas tank cleaning, tune-up etc. Dave Tacheny has been very helpful in sharing his knowledge on Buicks and supplying the parts we need to get our cars in shape.

I really enjoy reading the Torque Tube and like all the helpful tips and advice it offers. We feel fortunate to be associated with this fine Club.



# 1937-1938 BUICK EASTERN CLUB MEET AND TOUR

**SOUTHERN INDIANA — MAY 19-20-21-22, 1999**

**By Steve King (#776)**

Set on the rolling Cumberland foothills of Southern Indiana, French Lick Springs Resort is more than a resort- it's a tradition built on a colorful past. From explorers to the nation's rich, famous, and politically influential (*presidents and gangsters*) who came to renew themselves at the bubbling mineral springs. Today the "resort" offers 485 spacious rooms, incomparable recreation activities, 5 restaurants, and 3 lounges.

We plan to tour the hills and hollers 3 days with possible stops in Jeffersonville, a local winery, Lincoln boyhood home, Louisville, and the West Baden Hotel under restoration. Steve and Pat King plan to arrive Wednesday afternoon. Make your reservations by April 15 so maps and information can be sent to you.



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## **1999 EASTERN MEET REGISTRATION**

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_ TOUR CAR-YEAR & MODEL \_\_\_\_\_

Meet registration fee—\$10.00/car (*hospitality room, etc.*)

- |   |                  |
|---|------------------|
| <input type="checkbox"/> Thursday 5/20 Tour:  | #Attending _____ |
| <input type="checkbox"/> Friday 5/21 Tour & Picnic: ( \$5.00/person added to meet fee ) | #Attending _____ |
| <input type="checkbox"/> Saturday 5/22 Tour:  | #Attending _____ |
| <input type="checkbox"/> Saturday 5/22 Dinner: <i>French Lick Springs Resort</i>        | #Attending _____ |

*Cost of Dinner will depend on your choice from the Menu*

Make checks payable to:

**Steve King (#776)**

629 W. Main St., Greenwood, IN 46142 — Phone (317) 881-8303

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## **HOST HOTEL**

**French Lick Springs Resort**, 8670 W. S.R. 56, French Lick, IN 47432

Phone 800-457-4042

Make reservations direct with hotel and

**MENTION '37-'38 Buick Club**

to get special rate: \$79.00+tax. — 20 rooms are being held until April 15.

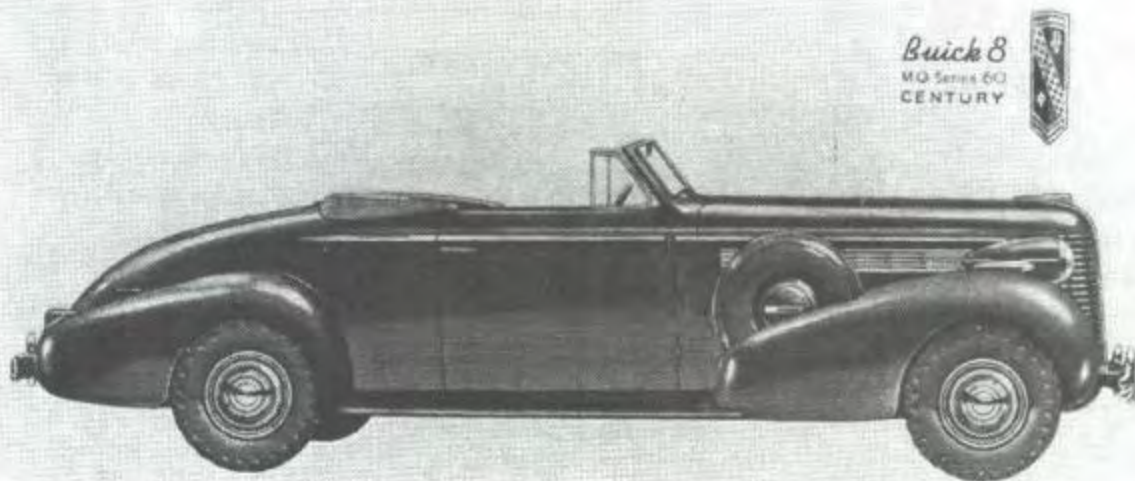


# 1938 EUROPEAN BUICK SALES LITERATURE

This 1938 Buick brochure, right, is in Flemish, one of the two major languages of Belgium. (The other is French). It features an artist's drawing of a sidemounted '38 sedan. The brochure advertises 6 models of the Special, 2 Century's, 1 Roadmaster and 1 Limited. It was put out by General Motors Continental S.A., in Antwerp, Belgium. Thanks to **Dave Tacheny** (#997) for sharing this brochure.



This 1938 British brochure, left, was put out by Lendrum & Hartman Ltd. of London, England. They were the authorized Buick dealer in the U.K. Their catalog advertises 4 models of the Special, 2 Century's, 2 Roadmasters and 2 Limited's.



**Buick 8**  
M.O. Series 60  
CENTURY

**THE CENTURY COUPE** (on Model 60 Century Chassis, 126 in. Wheelbase, Fisher Body). 2/3 seater Drop-Head Coupe with Dickey Seat. Fisher No-draught ventilation. The Century Chassis is designed to give phenomenal acceleration and is capable of speeds in

excess of 100 m.p.h. Colours available are Black or Maroon with Tan leather upholstery. Equipment includes six steel disc-type wheels with metal covers for spare wheels, safety glass, double windscreen wipers, dash clock, electric direction indicators, bumpers, etc.

One of the two Century's shown was this sidemounted convertible coupe.  
14 were sold in the UK and only one remains.



That one belongs to **Bill Whyte** (#968) in Scotland. Probably to make the engines look a little different from the US and Canadian models, Lendrum & Hartman Ltd. chrome plated the valve and spark plug covers before the cars were delivered to their new owners.



*This was the cover of the Swedish sales brochure.*



Buick Century  
1938-1939



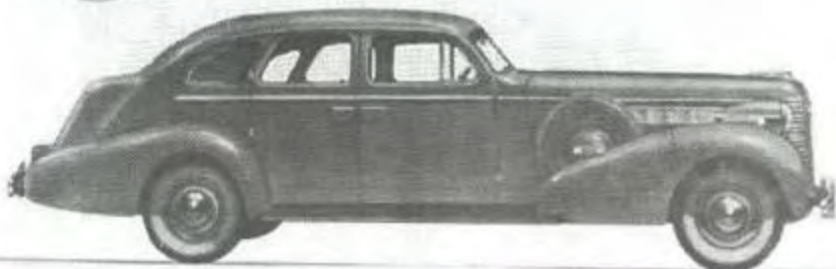
## BYGGAS, BYGGER BUICK DEM

bringa. Den, som har höga fordringar på sin vagn, på lyx, komfort, motorstyrka och detta speciella något, som Buick alltid haft, får alla dessa egenskaper i alldeles särskilt hög grad i 1938-års Buick. Buick är en vagn för bilisten med erfarenhet och höga fordringar.

*The Special and Century Series had the same name as in the US.*



Buick Majestic  
1938-1939



## NÄR BÄTTRE BILAR KUNNA

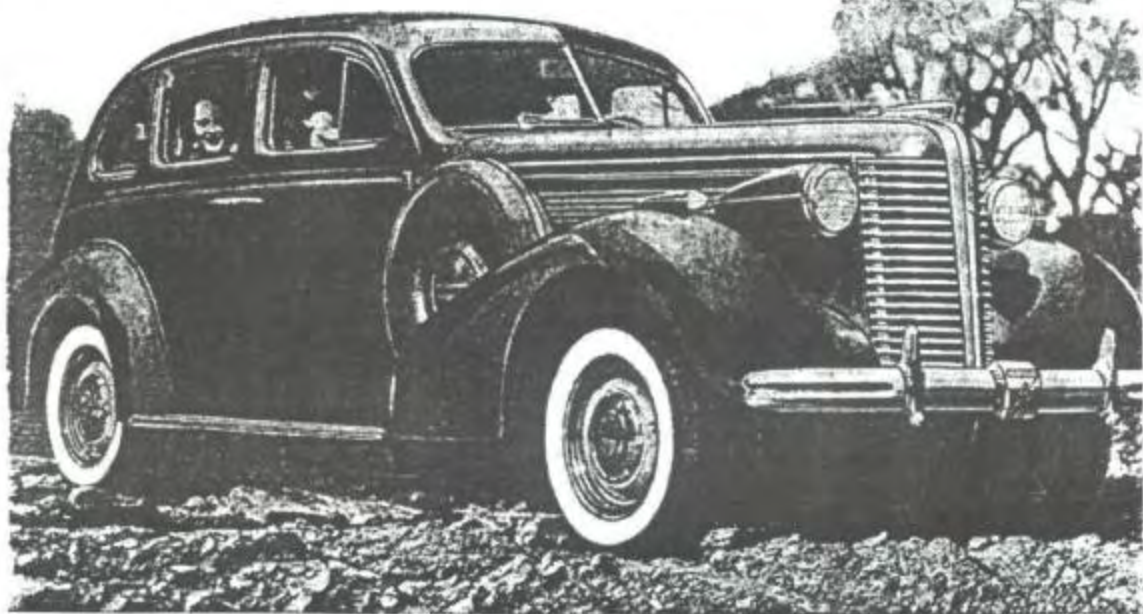
Detta är ett stolt slagord, använt av Buick under många år. Utan att förfalla till kortlivade nymodigheter har också Buick varje år visat, att de kunna bygga bättre bilar och 1938-års modeller stå på toppen av vad den moderna bilsindustrien kan frambr-

But the Roadmaster was called **Imperial De Luxe** and the Limited (shown here) was the **Majestic**. Thanks to new member Mikael Gustafsson (#1361) in Sweden for e-mailing these images to me.

*De vet ikke hvad* **FJÆRING** *er,*  
*før De prøver*  
**BUICK!**

**D**E vet, at Buick har meget å by på:  
— 107 og 141 HK „Dynaflash“  
motorer, fallforgasser av aeroplan-  
typen, lydløse gear, krengningsstabilisator,  
dobbeltvirkende støtdempere, centerpunkt-  
styring, superhydrauliske bremses, trekk-  
fri ventilasjon o. s. v.

Men hvad den nye *bakhjulsfjæring* i  
forbindelse med kneledd på forhjulene  
betyr — *det* kan De ikke ane, før De  
har prøvet Buick selv. Veiens ujevnheter  
føles ikke — De kan lese en bok, De  
kan sove uforstyrret i baksetet — ingen  
trettende op-og-ned rystelser — kort sagt,  
Buick lancerer igjen en genial nykon-  
struksjon.



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**A/S SØRENSEN OG BALCHEN**

Middelthunsgate 19 — Utstillingslokale i Handelsbygningen — Oslo — Telf. 61890

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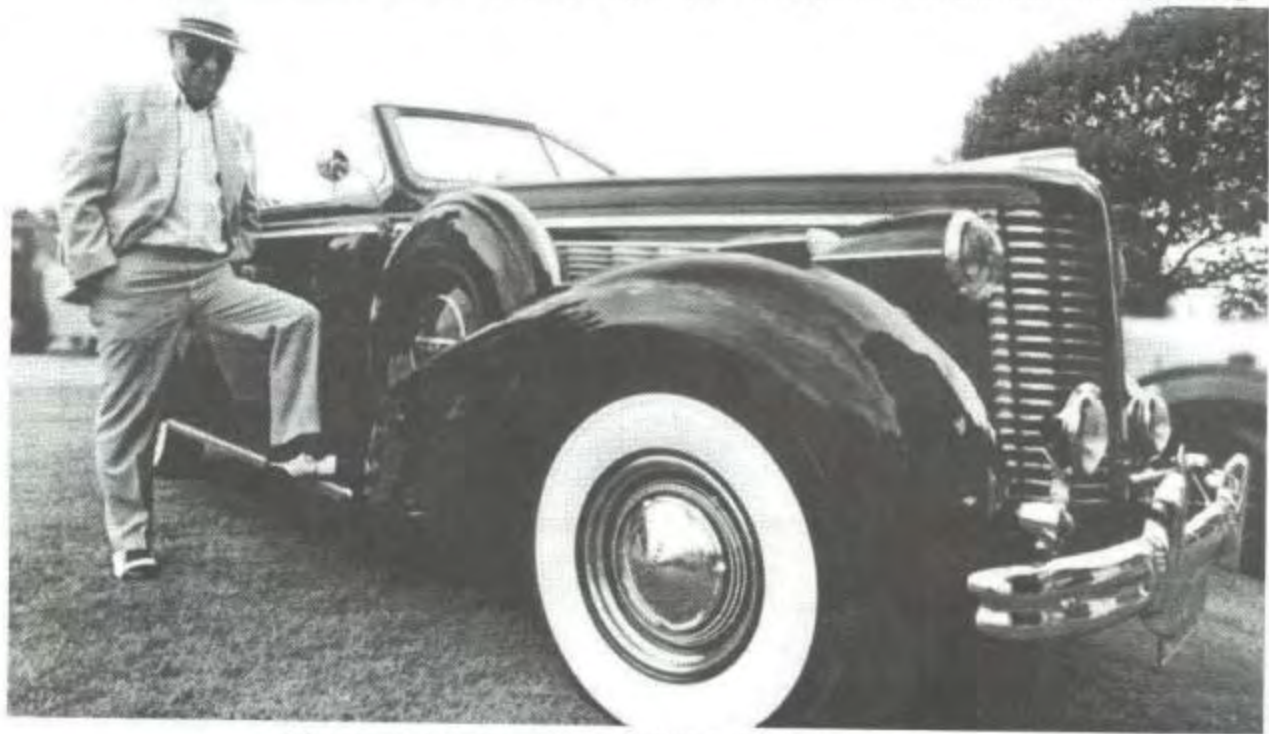


*This Norwegian ad shows a sidemounted sedan. Thanks to Lars Gulliksrud (#1013) in Norway for sharing it.*

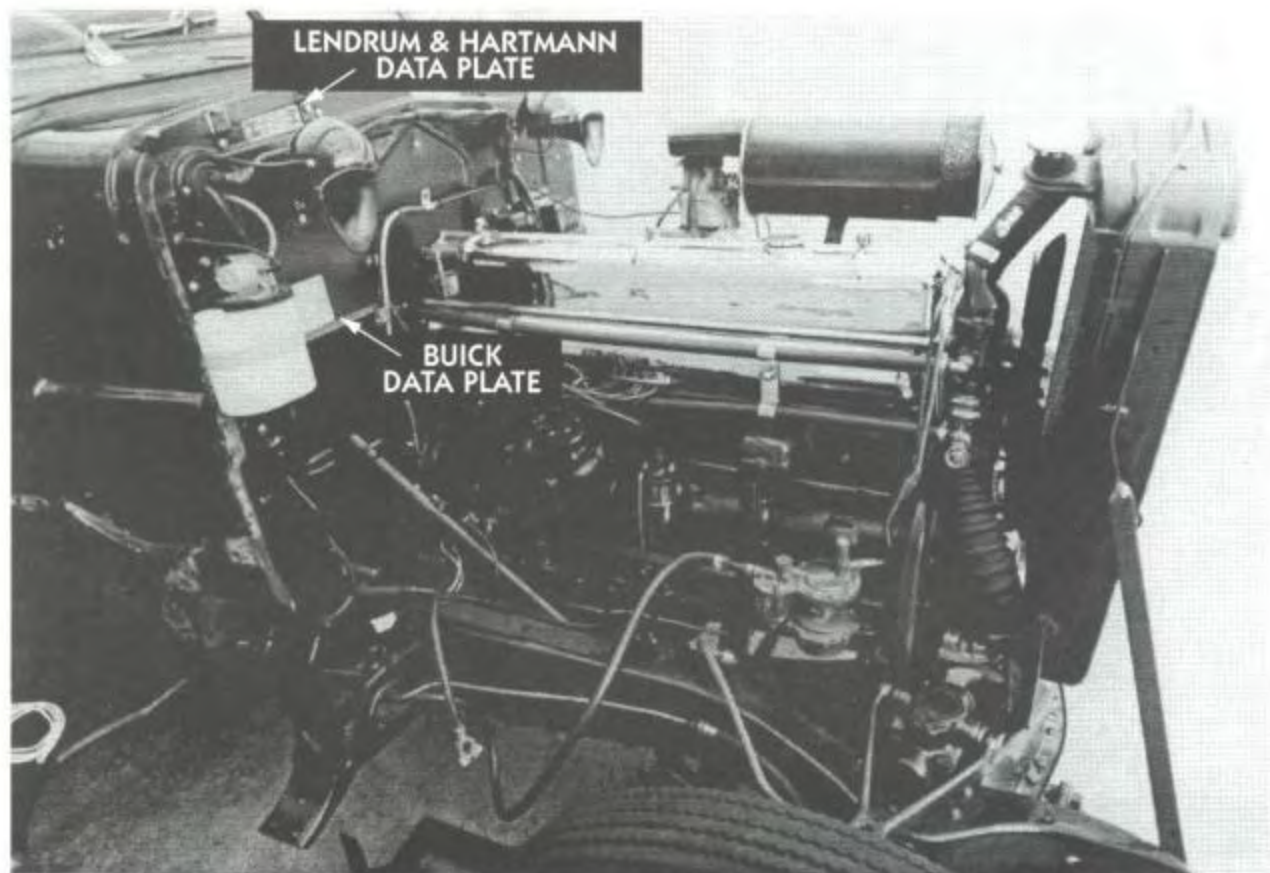
# THE ONLY ONE LEFT!



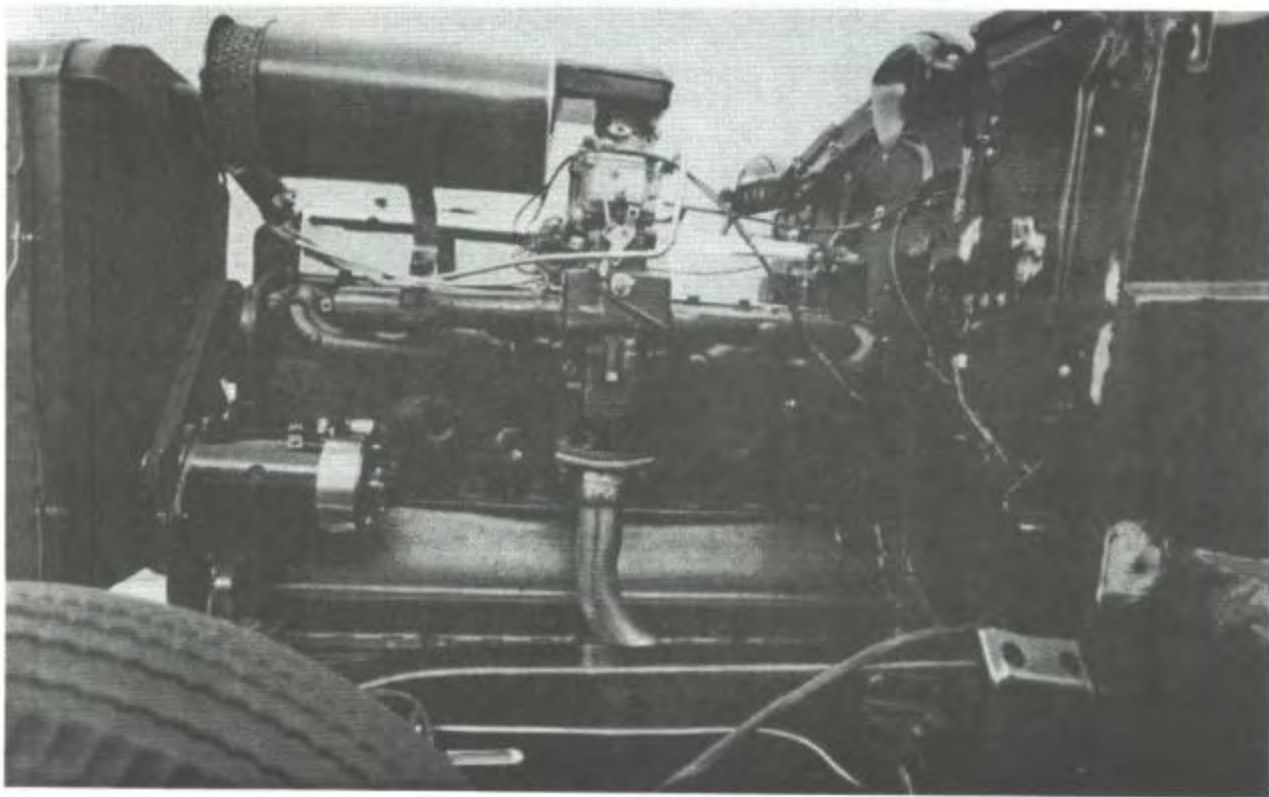
Buick built 52 1938 Century Convertible Coupes for export. 14 went to the U.K. and were sold by Lendrum & Hartmann, Buick's British representative. This is the only one left. It's pictured on page 177 of George Dammann's book "*Seventy Years of Buick*." The photo was taken about 30 years ago.



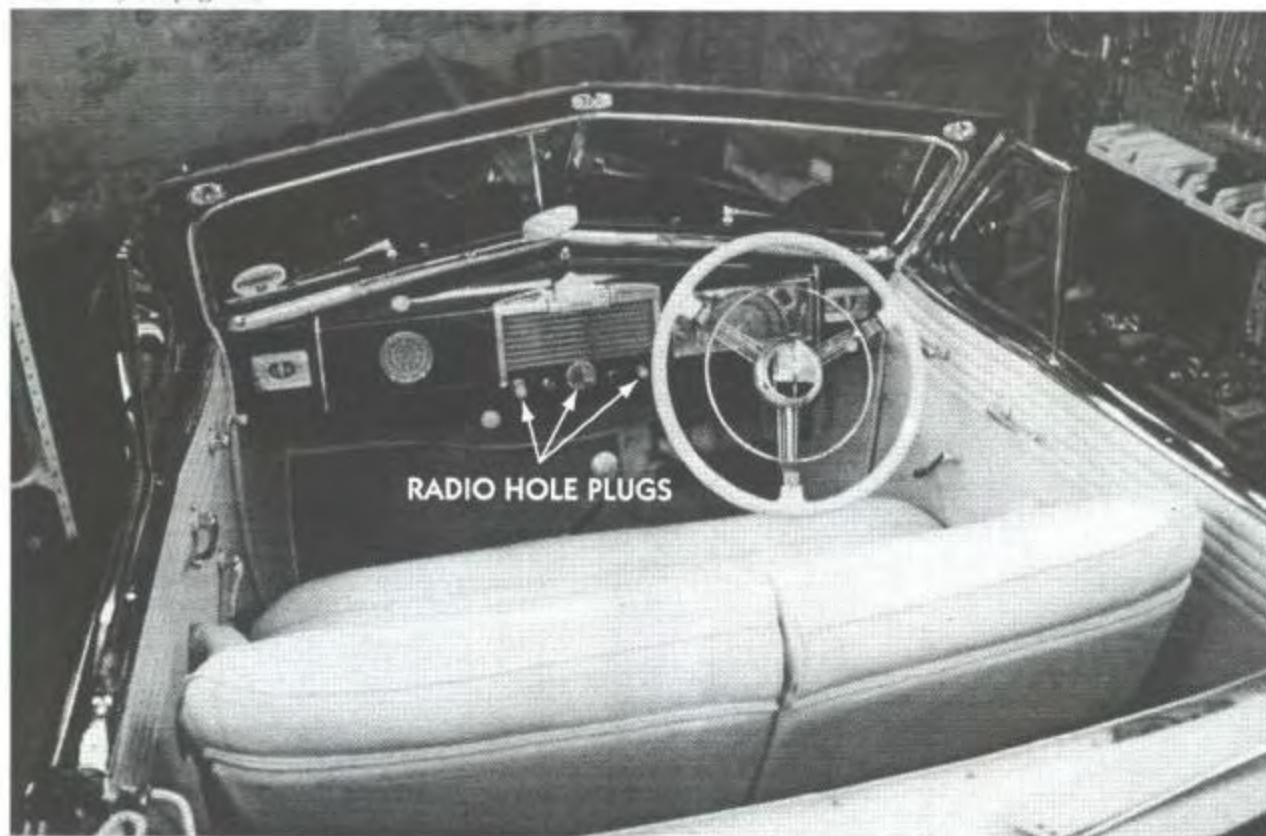
The car now belongs to **Bill Whyte** (#968) in Scotland.



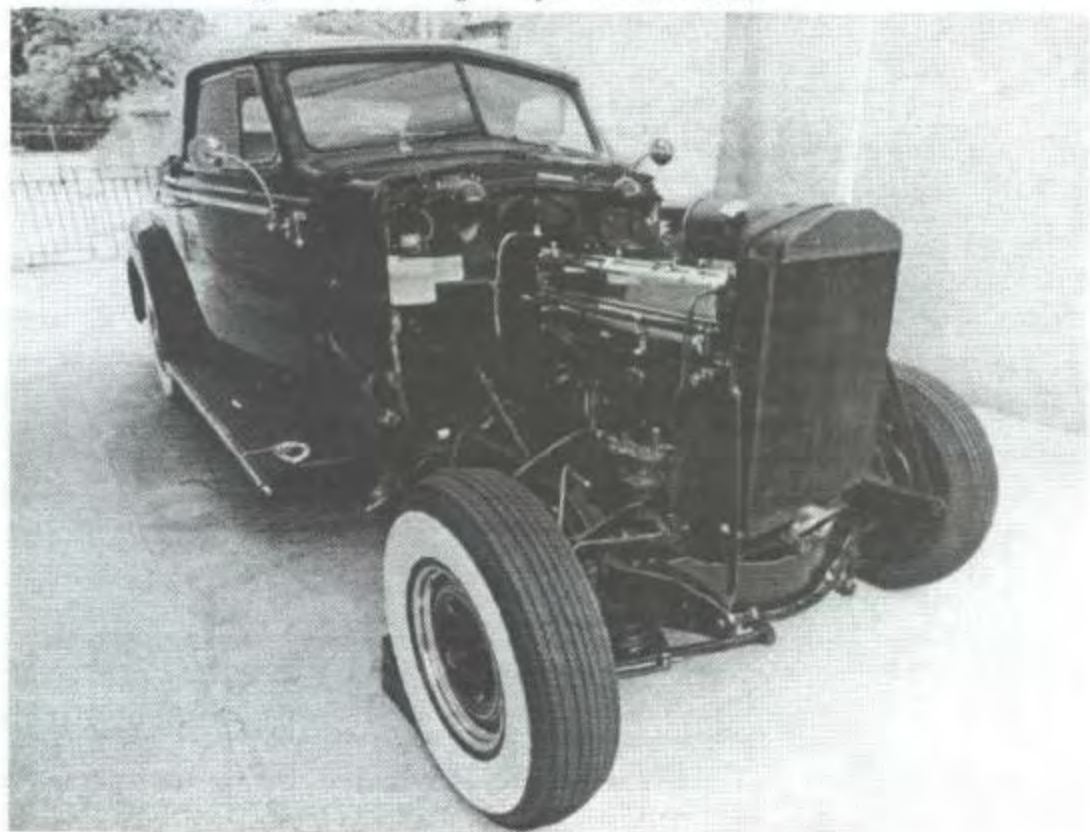
In addition to the Buick data plate, Lendrum & Hartmann attached their own rectangular data plate and chrome plated the valve and pushrod covers before delivering the car.



View of the left side of the engine.



The interior of Bill's RHD car. Notice the three plugs used to cover up the dashboard radio holes when the car was ordered without a radio. (I have two of these plugs if anyone needs them. One small one for the volume or tuning holes and a large one for the radio dial).



# 1937 BUICK FIRE TRUCK

By Bob Ward (#114)-Sutton West, Canada



This white 1937 Buick Special fire truck entered service with the Orchard Park, NY fire department in 1938. It was their first rescue vehicle. It was retired in 1946 and restored in 1983. Note the red light and siren at the front of the truck.

Note the fire extinguisher on the running board and the step over the fender.



These two bench seats were used to carry the firemen. Their equipment was stowed in the boxes below the seats. These photos were taken at the BCA Great Lakes Regional Meet in Niagara Falls, NY

# MY 1937 CANADIAN-BUICK COUPE

By James Knapp (#1376)-Lumby, B.C., Canada

This is my 1937 McLaughlin-Buick Special Sport Coupe Model 465. At this time I am converting the running gear from a V8 Chevrolet to 1938 running gear. When I purchased the '38 running gear along with the engine, it came with many back issues of the Torque Tube.



This shows the car's interior with the unique jump seats folded down. The car is in good condition and I plan on having it repainted. Notice the McLaughlin-Buick grille badge.



# REJUVENATING THE '37 BUICK INSTRUMENT CLUSTER

## Technical TIPS



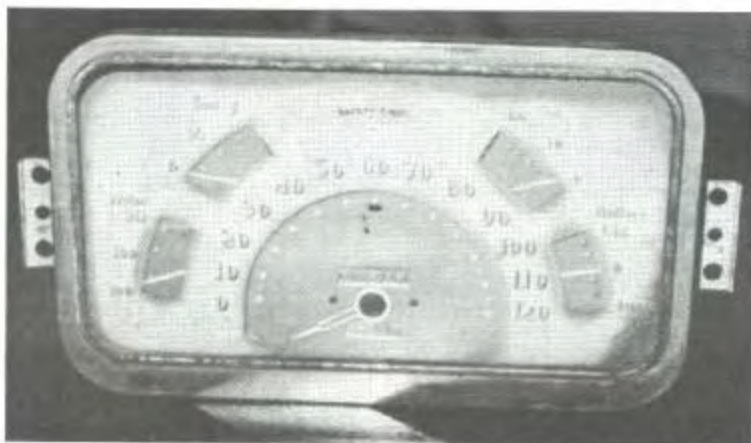
By  
Samuel Mahle (#1187)  
Clarion, PA

If your instrument cluster has become dull and faded, it can be fixed in short order. These instructions apply to a 1937 but I'm sure that the '38

would be very similar but with tan instead of gray paint. Use the '38 ash tray or horn button to get a match.

To disassemble, disconnect all electrical, oil gauge lines, speedometer cable and the four nuts holding the unit to dash braces and remove from behind dashboard. Straighten crimps from stainless steel outer retaining ring (bezel) and remove from cluster.

Remove glass piece that has marking for speeds, water, fuel, oil and battery indications. (New silk-screened replacements can be obtained from Bob's Automobilia, Box 2119, Atascadero, CA 93423. Phone (805) 434-2963. Cost about \$38.00).

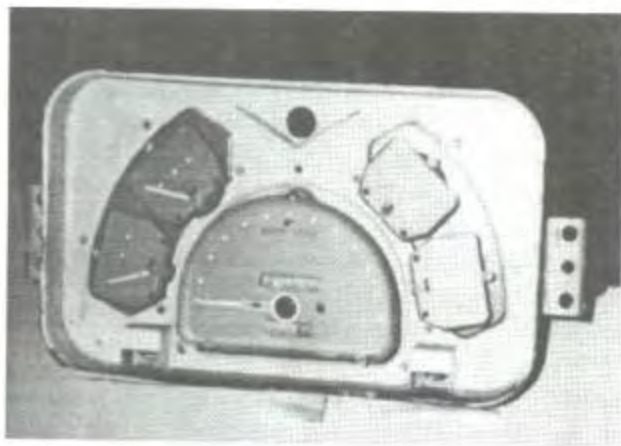
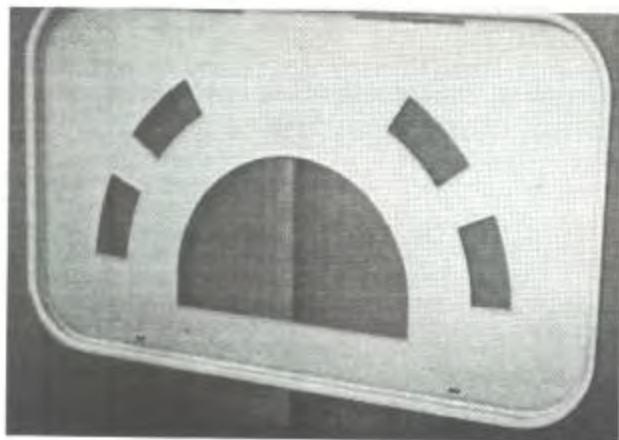


Remove the metal plate, located behind the glass. Prepare for painting. Do not sandblast. Prime with a good self etching primer. It was painted a

color Buick called Sedge Gray. There is a paint chip for Sedge Gray on the 1937 DuPont chip chart. (A close match for the final coat was found in DuPont Centari #4998A 1, for 1969 Chrysler Corp Sandlewood). You may need to adjust black #705 and green #741 slightly for a match.

Be sure to check your speedometer dial to see that it is positioned on 0 at rest. If not, detach it from the pin by pulling outward gently and reapplying it in the correct position.

Reassemble by reversing the process and applying sealant between glass and bezel as needed.





## Technical TIPS

By Lou Wildt (#245)-Batavia, Ohio

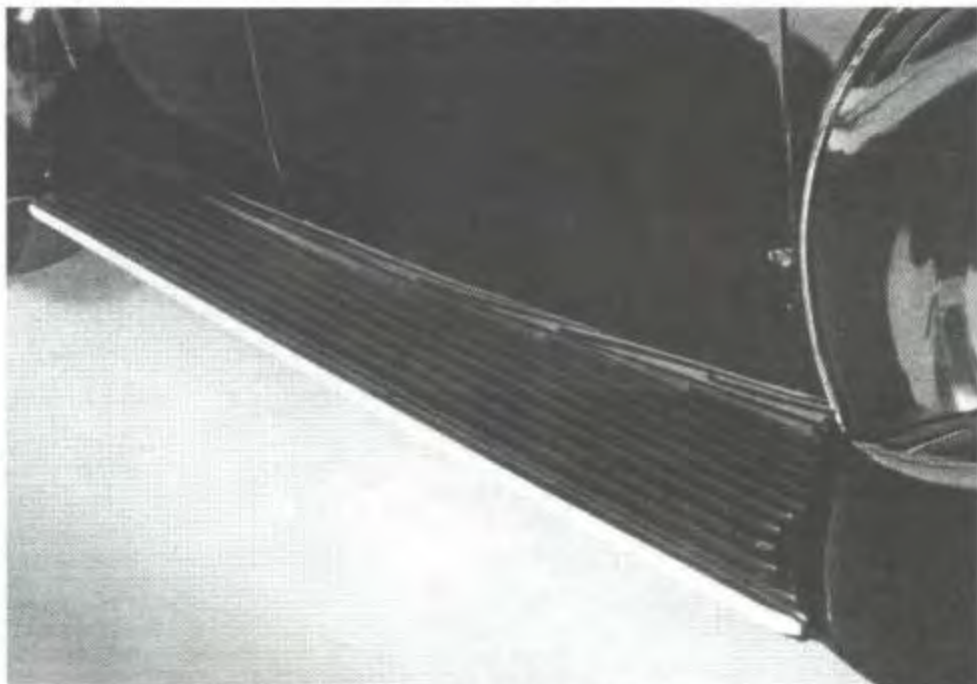
# SUBSTITUTE RUNNING BOARDS

Are you having trouble finding running board cores, especially for larger series cars? The running boards on my former '37 Century Model 61 were rusted beyond repair. I did not find any good cores and I needed something now! I decided to try to make something that I could use and replace later. I made them from a 2" x 12" board and wooden screen door moldings. After I was finished they looked so authentic except under close inspection that I left them on permanently. Since they are made of wood, they cannot be used for the radio antenna. I probably have less than \$75 invested in the pair excluding the reproduction running board trim strip that I already had.

I used 2" x 12" x 8" untreated lumber. The fiberglass resin might not adhere to treated lumber. I traced the outline of the running board onto the 2" x 12". It is not wide enough for the front end of the running board, so I cut off the excess at the rear end and spliced it to the inner side of the front to get the needed width. I used deeply countersunk wood screws. I used a reciprocating saw to cut out the outlined running board.

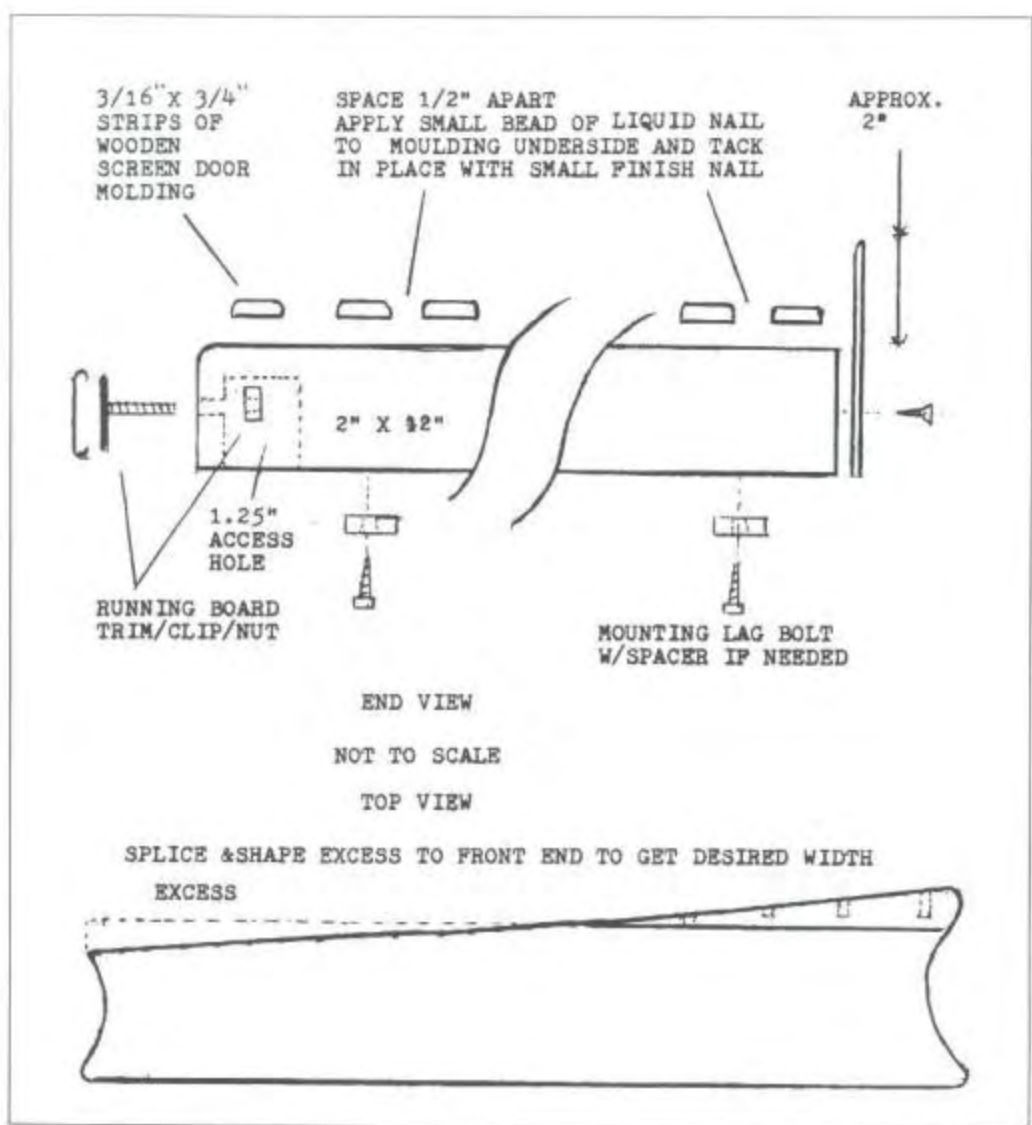
After checking to see if it would fit properly on the car, I used a belt sander and a disc sander to mold the edges and finish the 2" x 12" to the same shape as a factory original. The molding is 1/4" wider than the rib on the original running board so you wind up with a few

less ribs. This is not very noticeable. I laid out the location of the strips starting 1/2" from the outer edge and spacing them 1/2" apart. After cutting to proper length, I cut the points on



the ends and sanded them to the shape of the factory rib ends. I marked the location of the first rib 1/2" from the outer edge. I then applied a small bead of liquid nail to the molding underside and place it on the 2" x 12" using small finishing nails to help hold it in place, counter sunk and puttied the hole. Do not use a large amount of liquid nail because it will squeeze out and create problems. I used a 1/2" spacer to locate the next strip making alignment easier.

Next determine the position of the bolt holes for the running board trim mounting bolts. Be sure they position the trim a minimum of 1/8" from the bottom edge of the running board. Next check the length of the bolt to determine how far from the edge of the running board the access hole must be to enable the nut to be applied to the bolt. Drill at least a



1.25" access hole in the bottom of the running board to provide room to place and tighten the nut. Use care not to drill through the top of the board. Next temporarily attach a 3" wide apron to the back edge of the running board with approximately 2" extending above the edge. I used a wide piece of GM molding but a piece of sheet metal or thin wood would do. Place on car to check if all dimensions fit. Adjust height of back apron if necessary. If everything fits it is ready to apply the finish.

Rather than use paint, I used Fiberglass resin that is used in marine applications. In addition to sealing the wood, it provides hardness to resist dents and scratches. It is also thicker than paint and readily seals the seams between the 2" x 12" and the screen door molding making it appear to be one piece. I used

black fiberglass resin coloring agent so that any scratches would still be black. Brush on a thick coat of resin almost to the point of flowing it on. Mix only enough hardening agent and resin to do one side of one board, working time is limited. Start with the underside to get the feel of the amount to mix and how much working time you have.

When finished, sand to remove gloss and spray with flat black paint. Assemble back apron, trim and clips. Mount running boards using lag bolts. Use spacers if necessary to get the proper running board height.

I have not experienced any warping. I selected good dry lumber. I stored it over winter in a semi-heated garage. It was stacked to allow complete air circulation and was weighted down to prevent twisting.



# Technical TIPS

ED: Thanks to Bob James (#371) in Canada for sharing this information. 1938 Electrical information will appear in the next issue.

# 1937 BUICK ELECTRICAL EQUIPMENT

From the American Electrical Assn.

## BUICK Series 40 1937 8-Cyl.

### Electrical Equipment

#### DELCO-REMY

Generator.....	918B *
	918G *
Armature (918B).....	1866410
(918G).....	1866789
Field Coil—Right.....	1866408
—Left.....	1866409
Brush Set.....	1857963
Brush, Main (2).....	1860344
Third (1).....	1850768
Arm, Brush.....	1850759
Spring, Brush—Main.....	1850760
—Third.....	1850767
Bearing, D. E.....	3203
C. E. (918B).....	1866416
(918G).....	812823
Cranking Motor.....	7342
Armature.....	823881
Field Coil—Right.....	812699
—Left.....	812700
Brush Set.....	1857960
Brushes (4).....	811553
Arm, Brush.....	810226
Spring, Brush.....	813521
Bearing, D. E.....	1839345
Clutch.....	1874156
Ignition Distributor.....	663Y
Contact Set.....	1871870
Arm.....	1842058
Point.....	1871862
Cap.....	1837974
Condenser.....	1869704
Rotor.....	1836893
Gear.....	1283994
Weight, Advance.....	1837944
Spring, Weight.....	825515
Dist. Vacuum Control.....	681H
Ignition Coil.....	*526B
Dash Lamp Switch.....	1404
Dimmer Switch.....	1997002
Light Switch.....	480W
Vacuum Switch.....	
If Stromberg Carb.....	1507
If Marvel Carb.....	1594
Stop Light Switch.....	4765
Solenoid Switch.....	1542
Generator Control Unit 1118213	
Automatic Carb. Control.....	
If Stromberg Carb.....	490A
If Stromberg Carb.....	1990001
If Marvel Carb.....	498H
Horn—Right.....	1999519
—Left.....	1999520
Horn Relay.....	1116775

\*Replace with Universal Generator No. 60-U.  
\*Also order 1871821 Bracket.

### Lamp Equipment GUIDE

(Models 40C, 41, 44, 47, 48)

Headlamp—Multibeam	
Prime, Left.....	667E
Right.....	667F
Reflector, Multibeam.....	920456
Lens, Multibeam, Right.....	920492
Left.....	920491
Gasket, Lens Seal.....	6084
Molding, Right.....	920592
Left.....	920591
Spring, Lens Retaining.....	918107
Wiring Assembly.....	920735
Fender Lamp.....	*339A
	*339B
Lens (339A).....	920662
(339B).....	921435
Gasket.....	920196

(40 series Lamp equipment continued)

Center Rear Lamp.....	***384A
	*384B
Lens, Ruby.....	920732
Glass, Outlook.....	920733
Wiring Assembly.....	920865

#### Part No.

Fender Rear Lamp.....	385B
Door & Lens.....	920911
Lens.....	920892
Door.....	920912
Gasket, Door.....	920915

\*First Type, on cars up to frame No. 3085180  
Flint; No. C-3046946 California.

\*\*Second Type, on cars after frame No.  
3085181 Flint; No. C-3046947 California.

\*\*\*On Series 40, Models 41, 48.

\*On Series 40, Models 40C, 44, 47.

(Models 46, 46C, 46S)

Headlamp—Multibeam	
Prime, Left.....	667E
Right.....	667F
Reflector, Multibeam.....	920456
Lens, Multibeam, Right.....	920492
Left.....	920491
Gasket, Lens Seal.....	6084
Molding, Right.....	920592
Left.....	920591
Spring, Lens Retaining.....	918107
Wiring Assembly.....	920735
Fender Lamp.....	*339A
	*339B
Lens (339A).....	920662
(339B).....	921435
Gasket.....	920196

Fender Rear Lamp	
Right.....	385B
Left.....	385A
Door & Lens.....	920911
Lens.....	920892
Door.....	920912
Gasket, Door.....	920915
Glass, Outlook.....	920900
Gasket, Outlook Glass.....	920924

\*First Type, on cars up to frame No. 3085180  
Flint; No. C-3046946 California.

\*\*Second Type, on cars after frame No.  
3085181 Flint; No. C-3046947 California.

### Locks and Keys

#### BRIGGS & STRATTON

Ignition Lock.....	45922
Key, Series.....	8000-9499
Key, Blank.....	82116

### Carburetor Equipment

#### STROMBERG

Carburetor AA-1	
(Standard Air Cleaner) A-18361	
Float Needle & Seat.....	P-22498
Gasket Set.....	J-5317G
By-Pass Jet, No. 66.....	
Hole.....	P-20623
Check Valve.....	P-18144
Pump.....	P-22871
Metering Jet (.049).....	P-22660
Idle Tube.....	P-22431
RK-Kit.....	RK-4

Carburetor AA-1	
(Heavy Duty Air	
Cleaner).....	A-18451
Float Needle & Seat.....	P-22498
Gasket Set.....	J-5317G
By-Pass Jet, No. 70.....	
Hole.....	P-21020
Check Valve.....	P-18144
Pump.....	P-22871
Metering Jet (.045).....	P-22660
Idle Tube.....	P-22431
RK-Kit.....	RK-92

### Shock Absorbers

#### DELCO

Shock Absorber, Complete	
Front—Right.....	1947A
Left.....	1947B
Rear—Right.....	1713A
Left.....	1713B
Gasket, End.....	44933
Gasket, Filler Plug.....	827799
Link and Taper Stud	
Rear—8 1/2".....	5309730
Bushing Kit (lower).....	746
Rubber Link.....	43816
Retainer, Link (lower).....	43814

### Stabilizer Parts:

#### Part No.

Link Rod—Front.....	5309790
Bushing Kit.....	743
Rubber Link.....	5302384
Retainer, Rubber.....	43468

### Windshield Wiper Equipment

#### TRICO

Closed	
Motor—Central Mntg.....	SK-24
Wiper Arm, Both Sides.....	
7".....	76570-41-C
Arm Nut.....	75072-C
Blade, 8 1/2".....	P-778-30-C
Chain Hang. & Linkage.....	
L. H. Side.....	76781-C
Chain Hang. & Linkage.....	
R. H. Side.....	76780-C
Rubber Gasket.....	76784
Control Knob & Stem.....	75880-10-C
Felt Washer for Motor.....	
Lever.....	75896
Spring & Link Clip for.....	
Motor Lever.....	76125-J
Motor Renewal Parts.....	
Set.....	Sp 1075
Shaft with Lever.....	76235-J
Motor Kicker.....	8897-17
Linkage Repair Set.....	Sp 1083

# **BUICK Series 60 1937 8-Cyl.**

## **Electrical Equipment DELCO-REMY**

Generator.....	918A 918F
Armature (918A).....	1866410
(918F).....	1866789
Field Coil—Right.....	1866408
—Left.....	1866409
Brush Set.....	1857963
Brush, Main.....	1860344
Third.....	1850768
Arm, Brush.....	1850759
Spring, Brush—Main.....	1850760
—Third.....	1850767
Bearing, D. E.....	3203
C. E. (918A).....	1866416
(918F).....	812823
Cranking Motor.....	727W
Armature.....	820158
Brush Set.....	1857960
Brushes (4).....	811553
Arm, Brush.....	810226
Spring, Brush.....	813521
Bearing, D. E.....	810620
Clutch.....	1874156
Ignition Distributor	
If Stromberg Carb.....	663Z
If Marvel Carb.....	663ZX
Contact Set.....	1871870
Arm.....	1842058
Point.....	1871862
Cap.....	1637974
Condenser.....	1869704
Rotor.....	1836893
Gear.....	1283994
Weight, Advance.....	1837944
Spring, Weight.....	825515
Dist. Vacuum Control.....	681H
Ignition Coil.....	*526B
Dash Lamp Switch.....	1404
Dimmer Switch.....	1997002
Light Switch.....	480W
Vacuum Switch	
If Stromberg Carb.....	1607
If Marvel Carb.....	1594
Stop Light Switch.....	476S
Solenoid Switch.....	1542
Generator Control Unit.....	1118213
Automatic Carb. Control	
If Stromberg Carb.....	490A
If Stromberg Carb.....	1990001
If Marvel Carb.....	498H
Horn—Right.....	1999519
—Left.....	1999520
Horn Relay.....	1116775
*Replace with Universal Generator No. 60-U.	
*Also order 1871821 Bracket.	

## **Lamp Equipment GUIDE**

(Model 61, 64, 67, 68)

Part No.

Headlamp—Multibeam	
Prime, Left.....	667E
Right.....	667F
Reflector, Multibeam.....	920456
Lens, Multibeam, Right.....	920492
Left.....	920491
Gasket, Lens Seal.....	6084
Molding, Right.....	920592
Left.....	920591
Spring, Lens Retaining.....	918107
Wiring Assembly.....	920735
Fender Lamp.....	*339A
**339B	
Lens (339A).....	920662
(339B).....	921435
Gasket.....	920196
Center Rear Lamp.....	**384A
*384B	
Lens, Ruby.....	920732
Glass, Outlook.....	920733
Wiring Assembly.....	920865
Fender Rear Lamp.....	385B
Door & Lens.....	920911
Lens.....	920892
Door.....	920912
Gasket, Door.....	920915

\*First Type, on cars up to frame No. 3085180  
Flint; No. C-3046946 California.

\*\*Second Type, on cars after frame No.  
3085181 Flint; No. C-3046947 Cali-  
fornia.

\*\*\*On Series 60, Models 61, 68.  
\*On Series 60, Models 64, 67.

(Model 66S)

Same as Buick Series 40 1937 8-Cyl.  
Models 46, 46C, 46S.

(60 series equipment continued)

## **Locks and Keys**

### **BRIGGS & STRATTON**

Ignition Lock.....	45922
Key Series.....	8000-9499
Key Blank.....	82116

## **Carburetor Equipment**

### **STROMBERG**

Carburetor AA-2	
(Standard Air Cleaner) A-18362	
Float Needle & Seat.....	P-22499
Gasket Set.....	J-5321G
By-Pass Jet No. 65	
Hole.....	P-19447
Check Valve.....	P-18144
Pump.....	P-22857
Metering Jet (.052).....	P-22660
Idle Tube.....	P-22807
RK-Kit.....	RK-5

## **Shock Absorbers**

### **DELCO**

Same as Buick 40 1937 8-Cyl.

## **Windshield Wiper Equipment**

### **TRICO**

Same as Buick 40 1937 8-Cyl.

# **BUICK Series 80, 90 1937 8-Cyl.**

## **Electrical Equipment DELCO-REMY**

Same as Buick 60 1937 8-Cyl.

## **Lamp Equipment GUIDE**

Headlamp—Multibeam	
Prime, Left.....	667E
Right.....	667F
Reflector, Multibeam.....	920456
Lens, Multibeam, Right.....	920492
Left.....	920491
Gasket, Lens Seal.....	6084
Molding, Right.....	920592
Left.....	920591
Spring, Lens Retaining.....	918107
Wiring Assembly.....	920735

Part No.

Fender Lamp.....	*339A
**339B	
Lens (339A).....	920662
(339B).....	921435
Gasket.....	920196
Center Rear Lamp.....	384A
Lens, Ruby.....	920732
Glass, Outlook.....	920733
Wiring Assembly.....	920865
Fender Rear Lamp.....	385D
Door & Lens.....	920911
Lens.....	920892
Door.....	920912
Gasket, Door.....	920915

\*First Type, on cars up to frame No. 3085180  
Flint; No. C-3046946 California.

\*\*Second Type, on cars after frame No. 3085181  
Flint; No. C-3046947 California.

## **Locks and Keys**

### **BRIGGS & STRATTON**

Ignition Lock.....	45922
Key Series.....	8000-9499
Key Blank.....	82116

## **Carburetor Equipment**

### **STROMBERG**

Same as Buick 60 1937 8-Cyl.

## **Shock Absorbers**

### **DELCO**

Shock Absorbers Complete	
Front—Right.....	1902D
—Left.....	1902C
Rear—Right.....	1713C
—Left.....	1713D
Gasket, End Cap (front)	47284
(rear).....	44933
Gasket, Static Load Valve	
Nut (front).....	828629
Gasket, Inertia Weight	
Cover (front).....	1057096
Gasket, Filler Plug.....	827799
Link and Taper Stud	
Rear—9/16".....	5309731
Bushing Kit (lower).....	746
Rubber, Link (lower).....	43816
Retainer, Link (lower).....	43814

## **Stabilizer Parts:**

Link Rod—Front.....	5305633
Rubber, Link.....	1057228
Retainer, Rubber.....	43814

## **Windshield Wiper Equipment**

### **TRICO**

Closed	
Motor, Central Mntg. SS-4	
Wiper Arms, Both Sides,	
7".....	76570-41-C
Arm Nut.....	75072-C
Blade, 9".....	P-778-33-C
Pivot & Linkage, Both	
Sides.....	76696-C
Rubber Gasket.....	75873-1
Clamping Block.....	76136
Screws for Clamping	
Block.....	1773-20-C
Control Knob & Stem.....	75880-14-C
Felt Washer for Motor	
Lever.....	75896
Spring & Link Clip for	
Motor Lever.....	76125-J
Motor Renewal Parts	
Set.....	Sp 1082
Shaft & Lever.....	76195-J
Motor Kicker.....	8897-17

By Harry Logan (#651)-Los Altos, CA

# 1937 BUICK VACUUM STARTER SWITCHES

Be careful when purchasing a Delco-Remy vacuum starter switch for your 1937 Buick because many GM switches look similar.

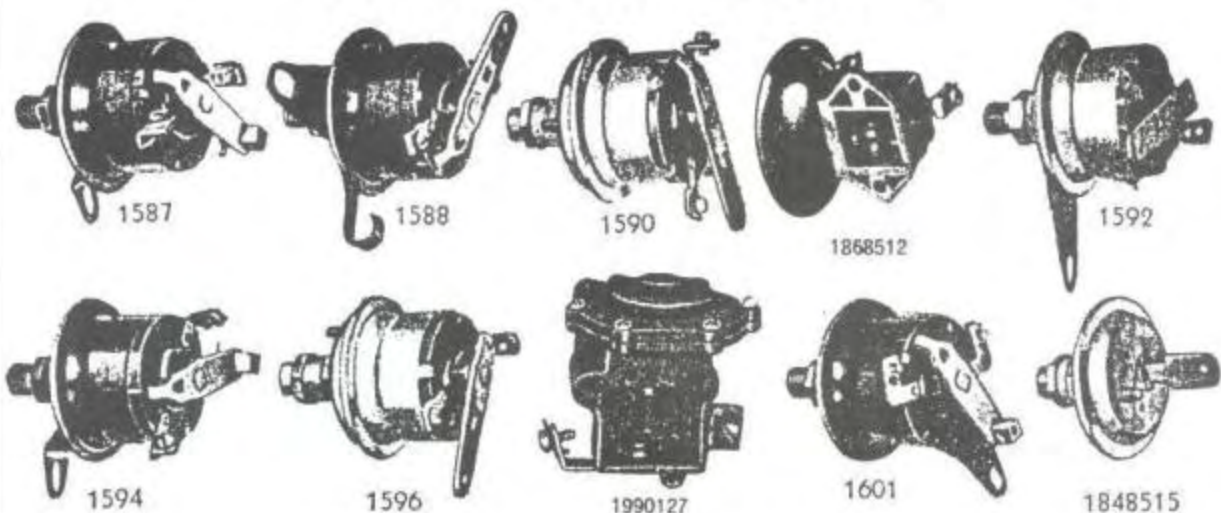
The photo at the top of page 23 is what the correct '37 switch looks like. The part number is 1607. This number is **not** stamped on the switch. But it is stamped on the original box it came in. So if you find a NOS switch in its box, make sure it's stamped 1607. Otherwise memorize

what the '37 switch looks like.

I bought this NOS Delco-Remy vacuum switch years ago. The vendor said it was for a '37 Buick. Its box is marked 1588. In fact it's for a 1934-35-36 Pontiac. Anyone out there need one?

So the moral of this story is to be careful when buying a vacuum starter switch for your '37 Buick. There are other similarly looking vacuum switches out there.

## Vacuum Starter Switches

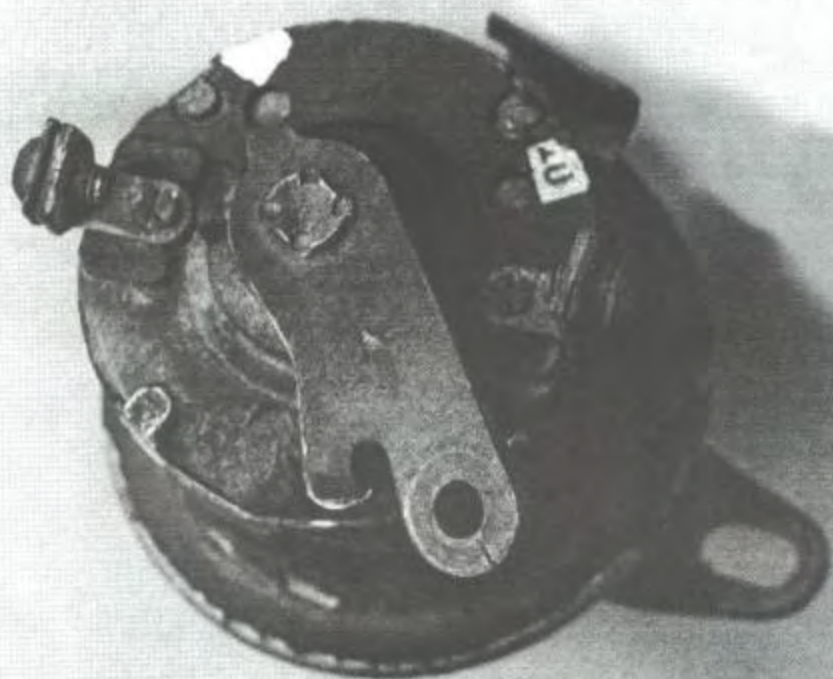


Part No.	Used On
1587	Buick 50, 60 & 90 1934-25
1588	Pontiac 1934-35-36
1590	Chrysler 8 1933 Dodge 8 1933

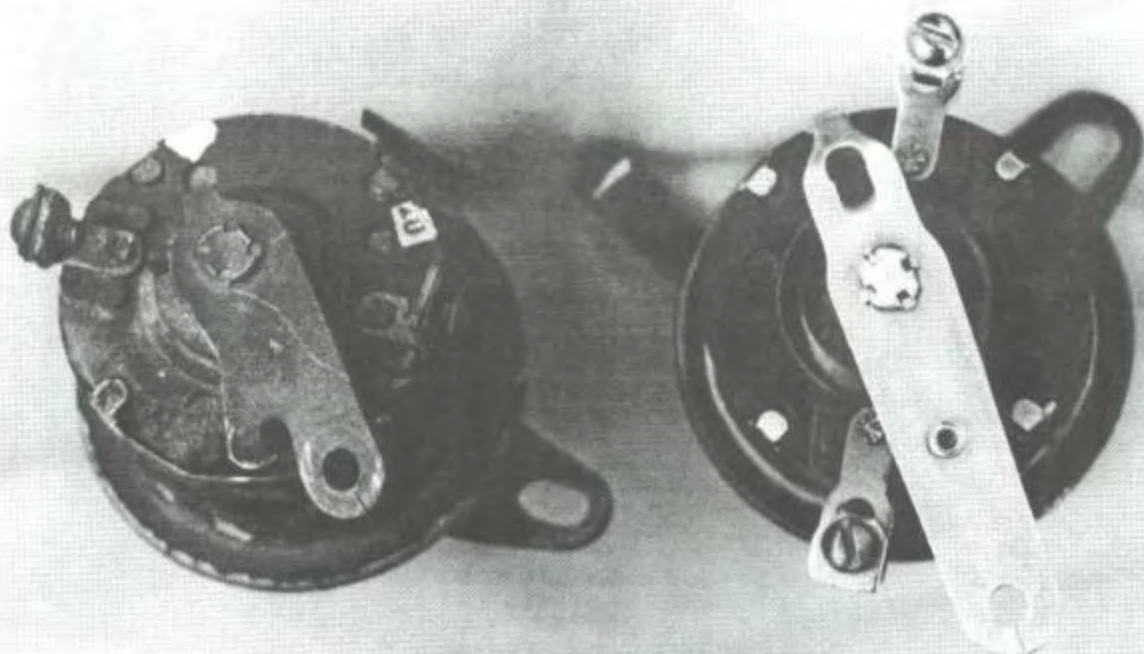
Part No.	Used On
1592	Chrysler 8 1934 Chrysler Imperial 8 1934
1594	Buick 40 1934-35-36 Buick 1937 60, 80, 90 (Marvel Carburetor)
1596	Chrysler 6 CO 1933 DeSoto 1933

Part No.	Used On
1601	Buick 60, 80, 90 1936
1605	(Not Illustrated) Pontiac 8 1937
1607	(Not Illustrated) Buick 1937 All Pontiac 8 1937

Part No.	Used On
1848515	Chevrolet Master 1933 to 37 General Taxi 1936-37
1868512	Buick 1938-39 All Models
1990127	Buick 1940-41-42



**1937 BUICK DELCO-REMY VACUUM STARTER SWITCH #1607**



**#1607 BUICK 1937 ALL**

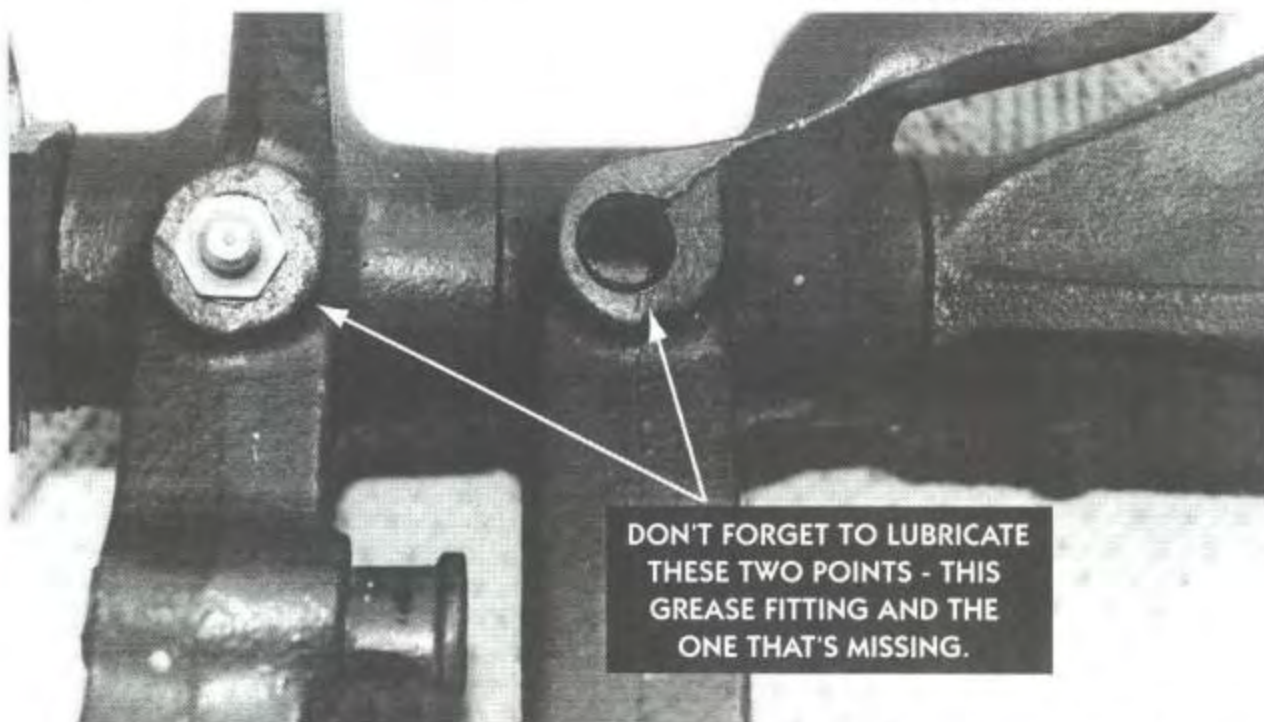
**#1588 PONTIAC - 1934-35-36**



## Technical TIPS

By Harry Logan (#651)-Los Altos, CA

# THE TWO MOST OVERLOOKED LUBRICATION POINTS



When lubricating the bottom of your car, most of the grease fittings are in plain view. The two that are often overlooked are on the bottom of the clutch and brake pedals. The clutch grease fitting (left) is shown while the brake (right) is shown without the grease fitting.

Another overlooked lubrication point is the oil hole in each door hinge.

The hinge pin is hardened and copper plated. It is also spiral grooved for oil. The proper place to oil a hinge is through the oil hole provided in the male half. A pressure type oil can should be used when forcing oil into the hinge oil hole.



EXPLODED VIEW OF DOOR HINGE ASSEMBLY

Mark Salamon  
(#1382)  
3101 Main St.  
Bondsville, MA 01009  
37-40C

David Arnold  
(#1383)  
29538 Hwy. AA  
Lebanon, PA 65536  
38-80C

James Ostermeyer  
(#1384)  
272 Streets Run Rd.  
Pittsburgh, PA 15236

Rudy Munoz  
(#1385)  
2438 Almaden Blvd.  
Union City, CA 94587

Alan Garrow  
(#1386)  
165 S. Elmwood Drive  
Aurora, IL 60506  
38-40?

## WELCOME NEW Members

Jim Casey (#1387)  
38 Harold St.  
Kings Point,  
Ulladulla, N.S.W. 2539  
Australia  
38-61

Richard Kowalik (#1388)  
2193 Heritage Lane  
New Brighton, MN 55112

Bill Stoldt (#1389)  
2489 Brentwood Dr.  
Clearwater, FL 33764  
37-60C

Mark Garcia (#1390)  
4796 El rey Ave.  
Fremont, CA 94536

John McWilliams (#1391)  
1709 Lee Highway  
Tuscumbia, AL 35674  
37-41

Joan Peterson (#1392)  
1332 American Way  
Menlo Park, CA 94025  
37-61

Dick Schnitzer (#1393)  
5375 Inverrary Ln.  
Commerce Twp, MI 48382  
37-?

Mats Heder (#1394)  
Snarstadtorp Ovre Falla  
S-655 93 Karlstad  
Sweden  
38-41

Charles Perry (#1395)  
13306 NW 49th Lane  
Gainesville, FL 32606  
37-41

Randall Riehl (#1396)  
1797 Brookwood Dr.  
Vacaville, CA 95687

David Schofield (#1397)  
26526 Academy Drive  
Palos Verdes Peninsula, CA  
90274  
38-60C

Jack Holt (#1398)  
17427 Bonnard Circle  
Spring, TX 77379

Spencer Deiber (#1399)  
115 Broken Circle Dr.  
Evanston, WY 82930  
38-61

Bernard Wise (#1400)  
2804 S. Channel Dr.  
Harsens Island, MI 48028  
37-46S

Curtis Pfaff (#1401)  
4592 Kalida Ave.  
Dayton, OH 45424

## Parts FOR SALE

• **1937 & 1938 PARTS** - The following is just a portion of the parts available. Call with your needs.

### • 1937 PARTS

40/60 Series rear brake cables, good condition.....	\$40 pair
Coupe taillight, no stanchion or T bar.....	\$50
80/90 series trunk hinges.....	\$125
Master and deluxe heaters.....	\$75 each
ROADMASTER rims.....	\$25 each
ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension, .....	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75
CENTURY brake & clutch pedal assembly.....	\$35
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
SMALL SERIES throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20

(continued from page 25)

SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Defroster vent.....	\$65 pair
Gas pedal.....	\$15
Small and large series generators.....	\$75

#### • 1938 PARTS

Temperature gauge, working with tube and bulb.....	\$50
Radio, working.....	\$300
Jack, complete.....	\$150
NOS amp and gas gauges.....	\$50 pair
DeLuxe Heaters.....	\$75 each
40/60 series front bumper, not perfect.....	\$100
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Century 3.9 rear end carrier and pinion.....	\$300
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
NOS vacuum starter switch.....	\$50
Rear muffler hanger, NOS.....	\$35

(continued from page 26)

Grille, some pitting.....	\$100 pair
<b>• 1937 &amp; 1938 PARTS</b>	
Opera seat stands, 40/60 series.....	\$50 pair
Radio hanger bracket.....	\$25
37/38 Century sidemount covers.....	\$500
Big Series spark plug cover.....	\$100
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Gas tank sending units.....	\$65

**Dave Tacheny (#997)**  
 11949 Oregon Ave. N.  
 Champlin, MN 55316  
 (612) 427-3460

**1938 CENTURY Coupe**  
 with dual sidemounts.  
 Authentic restoration  
 using many NOS parts.  
 Call for details...\$24,000.

**Dave Tacheny (#997)**  
 11949 Oregon Ave. N.  
 Champlin, MN 55316  
 (612) 427-3460

*Car* **FOR SALE**



• **1937 & 1938 PARTS**

38 Optional rear Center Fold Down Bumper Guard (Rechromed-excellent condition) ...	\$200
38 Transmission (40).....	\$100
37/38 Rear bumper gravel guard (sandblasted, for 40-60).....	\$65
37/38 Sidemount emblems (repro-brass).....	\$25 pair
37/38 Front convertible radiator brackets.....	\$55 set
37/38 NOS rocker arm shaft with bushings (40).....	\$100 set
37/38 Synchronizer gear (Used but good).....(60-80-90).....	\$65
37/38 Transmission center main shaft (used but good).....	\$45
37/38 Transmission second gear, Series 60-80-90).....	\$45
37 Trunk lid for humb back sedan. Very good, never saw rust (40-60).....	\$125
37 Drivers side rear fenders (40-60).....	\$50
37 Transmission pilot shaft (60-80-90).....	\$45
37 Engine (60-80-90).....	\$200

All prices plus shipping. Call between 9:30 AM and 12:30 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117) 7802 Chevalier Ct.  
Severn, MD 21144 (410) 551-7236

• **1938 SEDAN BODY FOR SALE**

1938 Buick 4-door sedan body on original frame. Has front end, but no rear end. Body is from firewall back, with no rear fenders or trunk lid. All doors and main body are good. Also have a second frame with front end on it.....All for \$300.

Marvin Burrows  
Phone: (505)392-4384, after 6 PM MST.

## Parts WANTED

• **BOOK WANTED**

The book "Seventy Years of Buick" by  
George Dammann.  
Thanks,

Cliff Humphries (#747)  
R.D. 3, Wellington's Bay  
Whangerei, NEW ZEALAND

• **WANTED FOR - 1937 SPECIAL**

I'm looking for dual sidemount fenders  
for my 1937 Special.

Tom Halfpenny (#1286)  
2365 Queens drive  
Woodbury, MN 55125  
Work (651) 665-4675  
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**Bill Swartzwelder**

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Wswartzwel@aol.com (Son's e-mail address)



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(continued on page 30)

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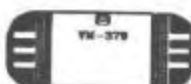
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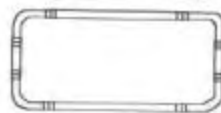
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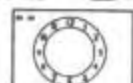
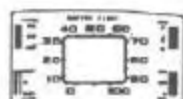
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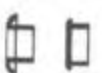
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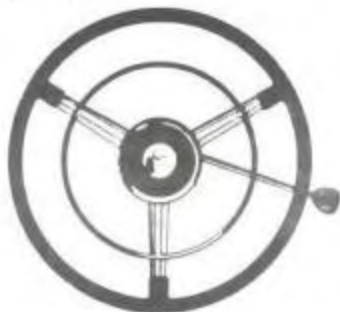


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